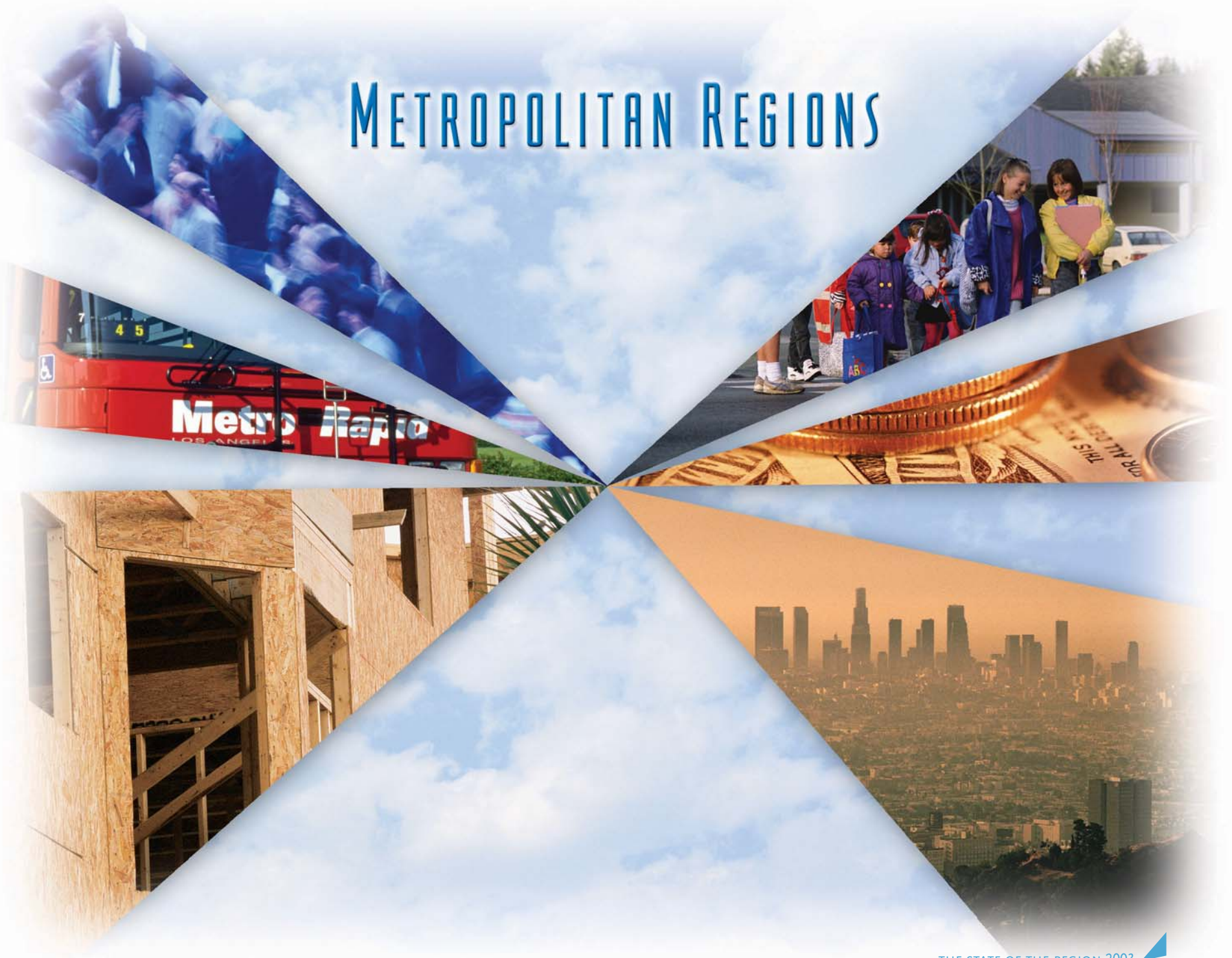


# METROPOLITAN REGIONS



# METROPOLITAN REGIONS

In order to fully assess the progress of Southern California, it is useful to compare the performance of the SCAG region with other large metropolitan regions in the nation.

Currently, there are nine metropolitan regions in the nation with more than 5 million residents (Figure 67). They are also designated as Consolidated Metropolitan Statistical Areas (CMSAs) by the U.S. Census Bureau. Among them, four are located in the Northwest (New York, Washington, DC, Philadelphia and Boston), two in the Midwest (Chicago and Detroit), one in the South (Dallas) and two in the West (SCAG region and San Francisco Bay Area). In 2002, only two had their population exceeding 10 million, the New York region (21.4 million) and the SCAG region (17.2 million). The other regions

had their population between 5 and 10 million. Total population in the nine largest metropolitan regions exceeded 86 million in 2002, about 30 percent of the nation's population.

## Socio-Economic Indicators

### Population Growth

Between 2000 and 2002, among the nine largest metropolitan regions, the SCAG region achieved the largest population increases of approximately 674,000 people. Southern California also experienced the 3rd fastest growth rate (4.1 percent) following Dallas (6.2 percent) and Boston (5.7 percent) during the same period.

Figure 67

### Population by Metropolitan Region

Rank	Metropolitan Region Name	Population		Population Increase	
		2000	2002	2000-2002 Number	% Change
1	New York-Northern New Jersey-Long Island, NY-NJ-CT-PA CMSA	21,199,865	21,446,497	246,632	1.2%
2	SCAG Region*	16,516,006	17,190,436	674,430	4.1%
3	Chicago-Gary-Kenosha, IL-IN-WI CMSA	9,157,540	9,345,689	188,149	2.1%
4	Washington-Baltimore, DC-MD-VA-WV CMSA	7,608,070	7,764,019	155,949	2.0%
5	San Francisco-Oakland-San Jose, CA CMSA	7,039,362	7,126,545	87,183	1.2%
6	Philadelphia-Wilmington-Atlantic City, PA-NJ-DE-MD CMSA	6,188,463	6,261,007	72,544	1.2%
7	Boston-Worcester-Lawrence, MA-NH-ME-CT CMSA	5,819,100	6,152,066	332,966	5.7%
8	Dallas-Fort Worth, TX CMSA	5,221,801	5,545,719	323,918	6.2%
9	Detroit-Ann Arbor-Flint, MI CMSA	5,456,428	5,509,312	52,884	1.0%
	Total	84,206,635	86,341,290	2,134,655	2.5%

\*The SCAG region includes Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura counties. With the exception of Imperial, the other five counties belong to the Los Angeles-Riverside-Orange Consolidated Metropolitan Statistical Area (CMSA).

\*\* For specific counties included in each CMSA above, please see the Statistical Abstract of the United States: 2002, pages 908-916.

Source: Data in 2000 is based on the 2000 Census, and data in 2002 is based on the Census July 1, 2002 estimates.

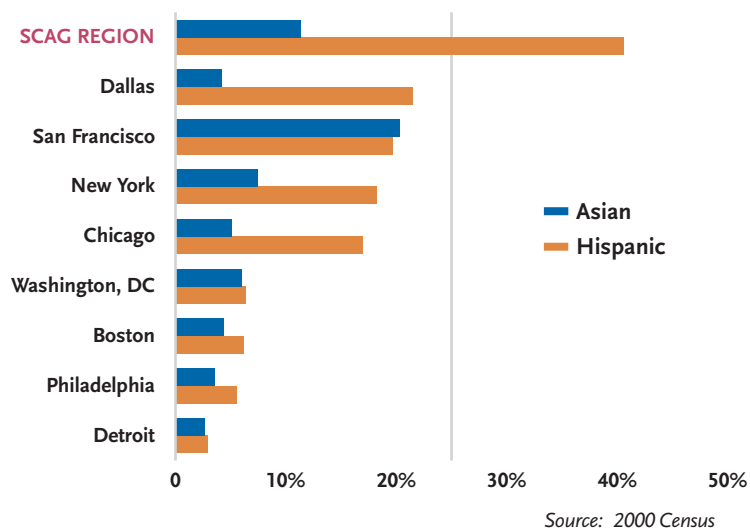
## Demographic Diversity

Among the nine largest metropolitan regions in the nation, Southern California has the highest Hispanic population share (41 percent) of the region's population, significantly higher than Dallas (22 percent) which placed second. The SCAG region also had the second highest share of Asian population following the San Francisco Bay Area.

Figure 68

### Hispanic and Asian Populations by Metropolitan Region

(Percent of Total Population in Each Region)

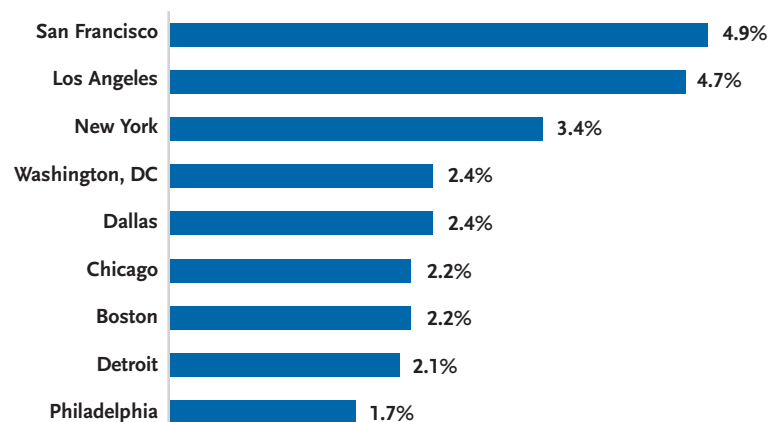


The demographic transformation since 1960 has made Southern California one of the most demographically diverse metropolitan regions, not only in the nation but also in the world. Currently, there is no single racial or ethnic group with more than half of the total population. In addition, 4.7 percent (or 770,000 people) of the SCAG region's total population belonged to two or more races in 2000, the second highest among the nine largest metropolitan regions following the San Francisco Bay Area.

Figure 69

### Mixed-Race Population by Metropolitan Region

(Share of Each Region's Total Population)



\* Mixed-race population are those belonging to two or more races  
Source: 2000 Census

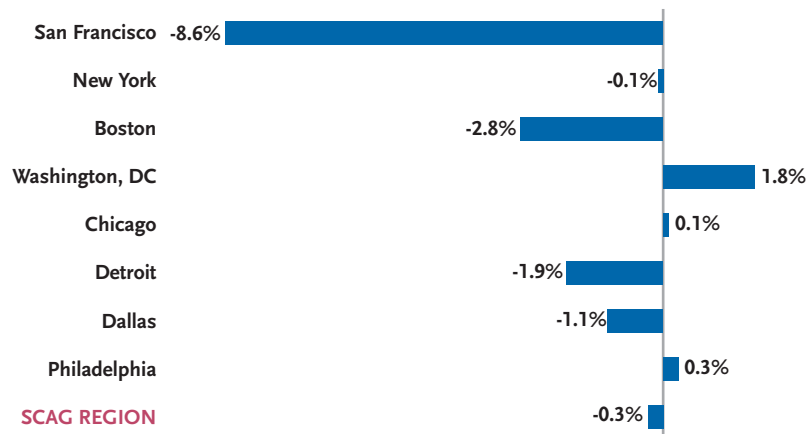
## Average Payroll per Job

In 2001 (the most current data available), the average payroll per job in the region decreased slightly by 0.3 percent from 2000 after adjusting for inflation. Among the nine largest metropolitan regions in the nation, the SCAG region ranked 5th in the percentage change of average payroll per job from 2000 to 2001. The San Francisco Bay Area suffered a sharp decline of 8.6 percent in its average payroll per job in 2001.

In 2001, the SCAG region ranked last in average payroll per job among the nine largest metropolitan regions. Though the 2002 payroll data is still not available, sectors with significant job losses in the region, such as manufacturing and information sectors, had higher than average payrolls per job. Hence, average payroll per job in the region was likely to continue to decline in 2002.

**Figure 70**

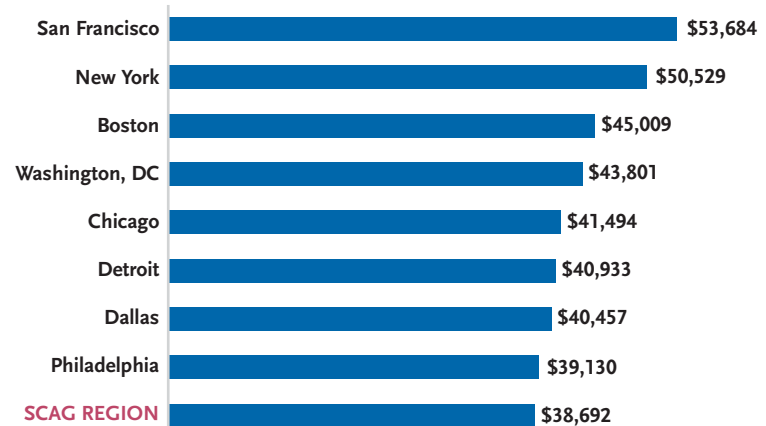
**Average Payroll Per Job by Metropolitan Region**  
(Percent Change during 2000-2001)\*



\*With inflation adjustment based on the U.S. Bureau of Labor Statistics  
Source: U.S. Bureau of Economic Analysis

**Figure 71**

**Average Payroll Per Job by Metropolitan Region, 2001**



Source: U.S. Bureau of Economic Analysis

## Income

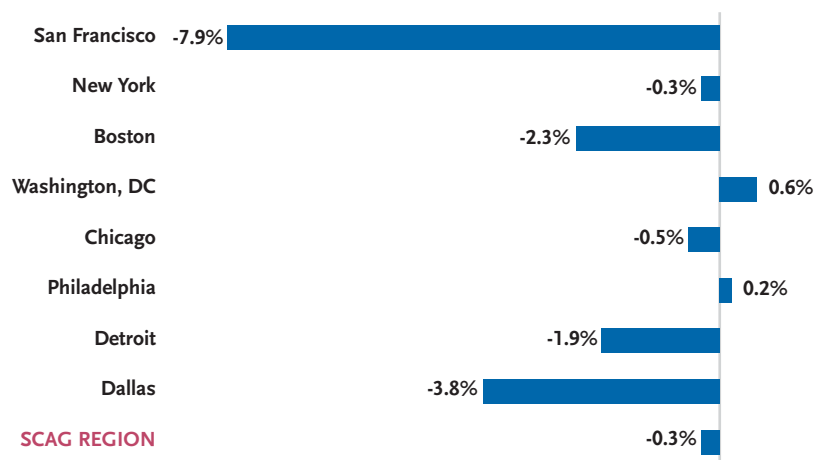
In 2001 (the most current data available), per capita personal income in the region decreased slightly by 0.3 percent from 2000 after adjusting for inflation. The San Francisco Bay Area suffered a sharp decline of 7.9 percent in its per capita personal income. Changes in per capita income generally followed the pattern of changes in average payroll per job.

Data on per capita personal income in 2002 is still not available and is scheduled to be released in May 2004 by the U.S. Bureau

of Economic Analysis. However, estimates made by university researchers indicate that the region's per capita income continued to decline in 2002.<sup>1</sup>

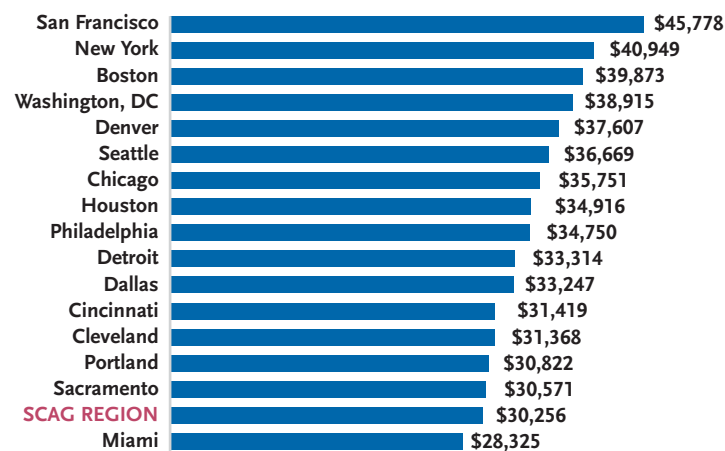
Among the 17 largest metropolitan regions in the nation, the SCAG region ranked 16th in per capita income in 2001 and most likely in 2002 also (after dropping from the 4th highest in 1970 to 7th highest in 1990, to 16th place in 2000).

**Figure 72**  
**Per Capital Personal Income by Metropolitan Region**  
(Percent Change during 2000-2001)\*



\* With inflation adjustment based on the U.S. Bureau of Labor Statistics  
Source: U.S. Bureau of Economic Analysis

**Figure 73**  
**Per Capital Income by Metropolitan Region, 2001**



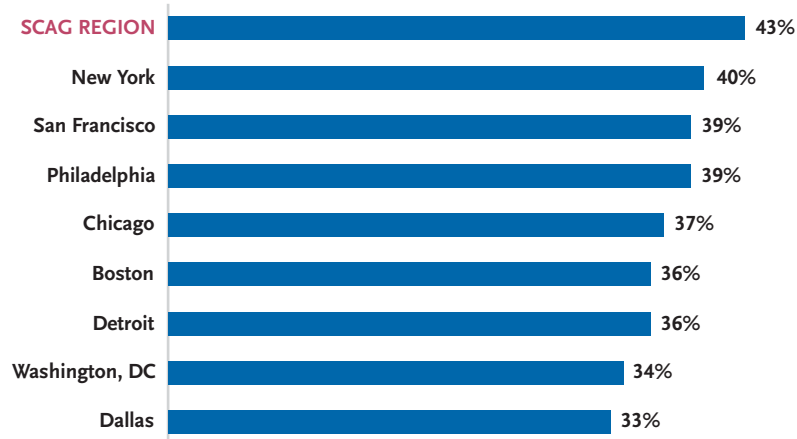
Source: U.S. Bureau of Economic Analysis



## Rental Cost Burden

Based on the 2000 Census, the SCAG region had the highest rental cost burden. About 43 percent of the region's rental households had their rents at or greater than 30 percent of the household incomes, the highest among the nine largest metropolitan regions in the nation. With no growth in household income and continuing increases in rents, rental cost burden has been rising further since 2000. In 2002, among the approximately 7.2 million renters in the SCAG region, 52 percent or more than 3.6 million renters spent 30 percent or more of their income on rent.

**Figure 74**  
**Rental Cost Burden by Metropolitan Region, 1999**  
(Renters Paying 30 Percent or More of Household Income on Rent)

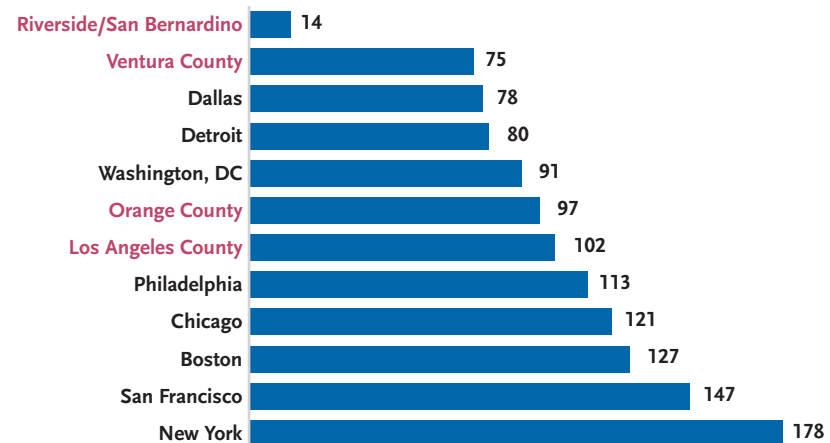


Source: 2000 Census

## Development Patterns

In terms of development patterns, among the 83 metropolitan areas in the nation, Riverside/San Bernardino counties ranked as the most sprawling area, Ventura County ranked 9th, Orange County ranked 41st and Los Angeles County ranked 45th. (Imperial County was not part of the study.)

**Figure 75**  
**Sprawling Development Pattern Scores**  
**by Metropolitan Area, 2000**



Note: Average score is 100 and areas with lower scores indicating more sprawling development patterns than areas with higher scores. All areas are Metropolitan Statistical Areas (MSAs) unless noted otherwise.

Source: Smart Growth America

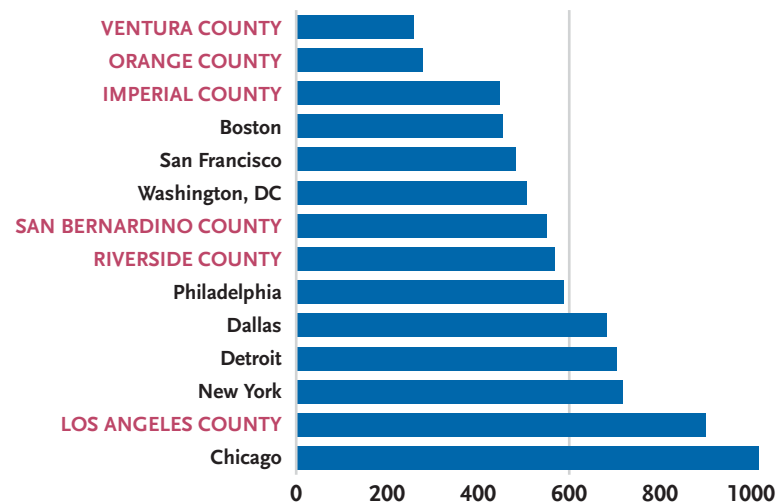
## Violent Crimes

In 2002, violent crime rates in Los Angeles County, though reduced by a half since 1990, were still the second highest of large metropolitan areas in the nation following Chicago. Orange and Ventura counties had substantially lower violent crime rates than most large metropolitan areas.

Figure 76

### Violent Crimes by Metropolitan Area, 2002

(Per 100,000 Population)



\*Based on Metropolitan Statistical Areas unless noted otherwise. Data for Chicago is based on crimes in Cook County in 2001 since 2002 data is not available.

Source: FBI 2002 Crime Report

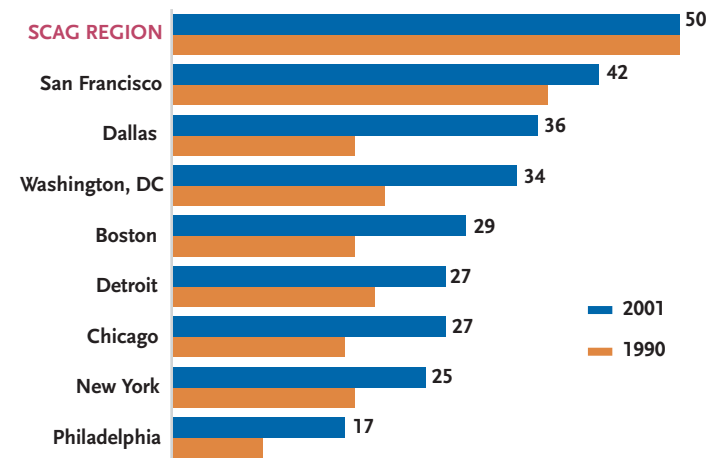
## Transportation

### Highway Congestion

In 2001, people traveling on the roadways in the SCAG region experienced a total of 50 hours of delay per person, the highest among the metropolitan areas in the nation. Nevertheless, between 1990 and 2001, annual delay per person stayed almost unchanged in the SCAG region while increased significantly in other large metropolitan areas.

Figure 77

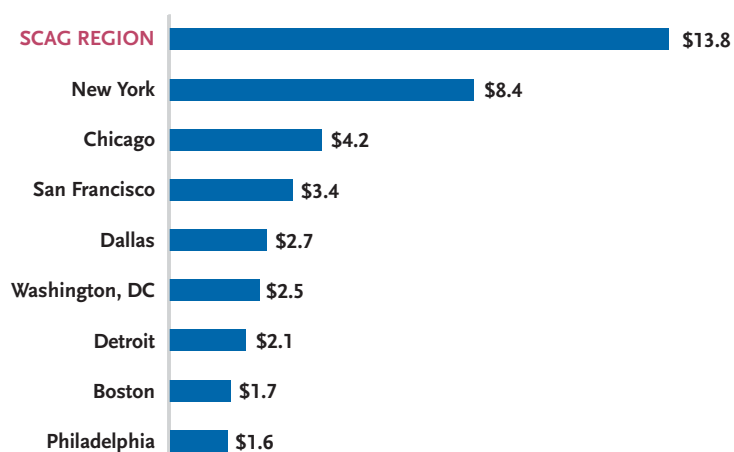
### Annual Hours of Delay per Person by Metropolitan Area



Source: Texas Transportation Institute

Since 1990, among the metropolitan areas in the nation, the SCAG region experienced the highest total cost due to traffic congestion. Total cost includes the estimated value of additional time as well as wasted fuels due to congestion. Between 1990 and 2000, total cost of congestion in the region increased from \$8.6 billion to \$13.8 billion, an increase of more than \$5 billion or 60 percent.

**Figure 78**  
**Total Congestion Cost by Metropolitan Region, 2001**  
(Billion Dollars)

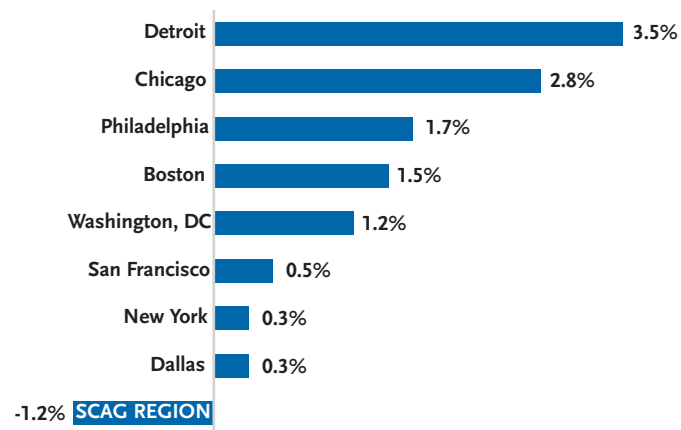


*\*Includes the costs from delay as well as additional fuels used.*  
*Source: Texas Transportation Institute*

## Vehicle Ownership

Among the nine largest metropolitan regions, Southern California was the only region where the percentage of households owning at least a car decreased during the 1990s. Declining household income in the region is a primary factor for the declining vehicle ownership rates.

**Figure 79**  
**Change in Household Vehicle Ownership**  
**Rate by Metropolitan Region\***  
(1990 - 2000)



*\* Change in the percentage of households that owned at least one vehicle between 1990 and 2000.*

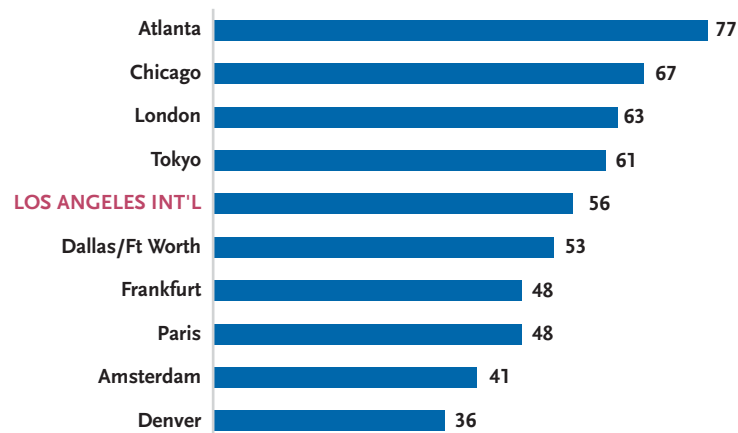
*Source: 1990 and 2000 Census*



## Airports

In 2002, among the ten largest airports in the world, Los Angeles International Airport (LAX) ranked 5th in passenger traffic behind Atlanta, Chicago, London and Tokyo. Total passengers at LAX dropped from more than 61 million in 2001 to 56 million in 2002, a loss of more than 5 million passengers or 9 percent of its annual passenger traffic. Among the top ten international airports, LAX experienced the largest percentage drop in passenger traffic between 2001 and 2002.

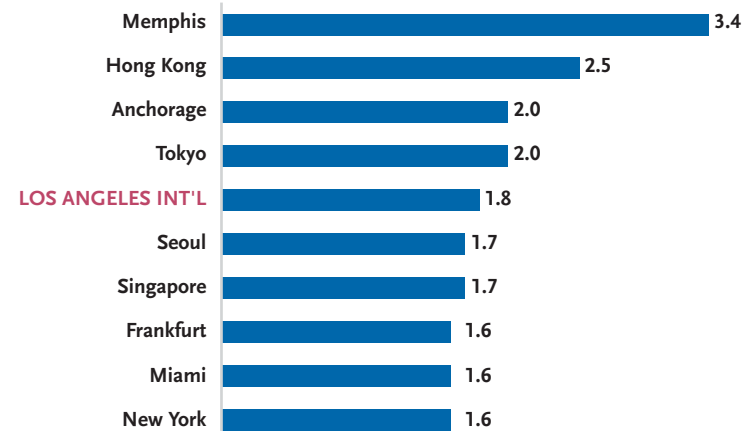
**Figure 80**  
**Top 10 Passenger Airports in the World, 2002**  
(Total Passengers in Millions)



Source: Airports Council International

LAX also ranked 5th in air cargo volumes in 2002 following Memphis, Hong Kong, Anchorage and Tokyo. In 2002, Tokyo (Narita) Airport surpassed LAX in total cargo traffic. Among the top ten cargo airports in the world, seven experienced higher growth in cargo shipment than LAX in 2002.

**Figure 81**  
**Top 10 Cargo Airports in the World, 2002**  
(Total Cargo in Million Metric Tons)

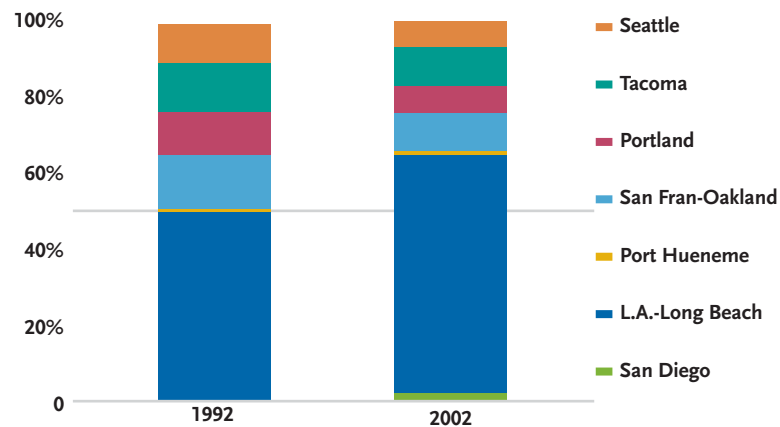


Source: Airports Council International

## Ports

Ports of Los Angeles and Long Beach have strengthened their roles among the West Coast ports since 1992. Specifically, among all major West Coast ports, traffic share at the twin-ports increased from below 50 percent in 1992 to 62 percent in 2002. In 2002, the Los Angeles/Long Beach port complex ranked third in the world in container traffic (10.7 millions of TEUs – twenty-foot equivalent units) following Hong Kong (19.1 millions of TEUs) and Singapore (16.9 millions of TEUs).

**Figure 82**  
**Cargo at Major West Coast Ports**  
(Tonnage Share)



Source: Los Angeles Economic Development Corporation